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CENTRAL INTELLIGENCE AGENCY

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In Workshop 20 [] construction of fixtures for aircraft or rather for wings and fuselages. Source believed that the fixtures were suitable for a type of aircraft with a wing span of less than 10 meters, with a nose wheel and with one turbine engine. Furthermore source concluded that, according to the fixtures, the wing figuration of these craft was similar to the "Kranich"-Type glider.

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4. Source estimated Plant No 1's monthly production to be 90 jet aircraft with conventional tail assembly []

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[] another type of jet aircraft on the factory airfield. This type plane was fitted with an elevator assembly set high. **

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[] Comment. See Annex 1 for source's sketches of these various parts.

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[] Comment. For source's sketches of both types of aircraft see Annex 2. Though production figures reported have varied greatly, the production of MiG-9 aircraft at Plant No 1 has been repeatedly confirmed. The present report gives some helpful information on the amount of production at Plant No 1. Estimates made []

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[] place the monthly production of wooden covers at 100 to 120 and the weekly production of fuselages at 10, but presumably these estimates were based only on the work done during the shift [] worked. Hence, if the plant worked three shifts with equal output, then the weekly output of fuselages would have been vaguely with the estimate made [] that 90 MiG-9 planes were produced per month.

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[] information, the first production of swept-back jet fighters was observed, while serial production of such planes began [] The circular sheet-metal and asbestos disks (Annex 1, sketch e) are considered to be lids for such swept-back jet fighters, assumed to be of type 14. The information in the present report on the management of Plant 1 is considered credible, as a man with the name of Udish (phonetic spelling) was previously reported as being assigned to the plant, and Victor Yakovlevich Litvinov was director of Plant No 1, according to a report published in Krasnaya Zvezda on 18 September 1945.

Clarification is still required as to whether or not Plant No 18 still produces Il-10 ground attack aircraft, or whether this production was given up in favor of the jet fighters. While some other information, including the present report, indicate the production of single-engine aircraft

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[] only jet fighters and no [] This is also an indication that the plant was not converted to the production of four-engine aircraft, though such aircraft had been observed being overhauled at the airfield.

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Attachments: Two

1. Devices produced at the aircraft plants in Kuibyshev.
2. Sketch of the jet planes produced at Aircraft Plant No. 1.

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